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CENTRAL INTELLIGENCE	AGENCY
INFORMATION F	REPORT
COUNTRY Sungary	DATE DISTR. 8 Sep 52
SUBJECT Construction Along the Danube, Hungary	NO. OF PAGES 2
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25X1	(b)	Dunafoldvar /4648N-1655E7: a bridge under construction here in May 1951, but believe that it was actually reconstruction work, because the conclute bridge supports appeared to be old. The bridge had five concrete supports: the two at the extremes on dry ground. These supports were about four by three m; their height above water level was about eight m. There were two or three concrete supports lying on the river banks. At that time of observation the two supports on both sides of the river were connected by steel arch structures, and the section between the middle support and the two supports nearer the shores was not completed. The total length of the bridge was approximately 200 m (about 50 m between supports).	;
		There was a work site on the western bank of the river near the bridge where bridge structures were being assembled. I the bridge should have been ready by May 1952. no other bridge construction in the area.	25X1
	(c)	Budapest: In June 1951 a bridge was located about one km downstream from the Parliament building (the closest bridge to the Parliament building)	` 25X1
25X1 25X1 25X1 25X1		uamaged during the war. consisting of four x two m concrete legs, were in place. two cranes (capacity unknown), one on each bank, and one floating dock on which bridge structures were being welded. From hearsay and observation this would be a steel arch bridge. The width of the Danube at the bridge site was approximately 120 m. bridge would be finished by the end of 1952, and that street car tracks were to be installed on it makes the tracks were to be installed on it makes the tracks were to be installed on it makes the tracks were to be installed on it makes the tracks were to be installed on it makes the tracks were to be installed on it makes the tracks were to be installed on it makes the tracks were to be installed on it makes the tracks were to be installed on it makes the tracks were to be installed on it makes the tracks were to be installed on it makes the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to be installed on it is the tracks were to b	25X1
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